

IN THE CLAIMS:

1. (Currently Amended) A four-point control arm (1) for the axle suspension of a rigid axle, especially of a utility vehicle, the four-point control arm (1) having comprising:

a one-piece, rectangular or trapezoidal hollow housing defining four bearing eyes (7, 8, 9, 10), of which two of said bearing eyes are for connection (9, 10) can be connected to the axle and two of said bearing eyes (7, 8) are for connection to the vehicle chassis, each in an articulated manner, wherein the four-point control arm (1) is designed as a one-piece, rectangular or trapezoidal hollow housing (2, 3, 4, 5, 6), which can be twisted and is defined by said bearing eyes (7, 8, 9, 10), characterized in that said hollow housing (2, 3, 4, 5, 6) is being formed essentially by a tube, ~~which is~~ arranged horizontally with respect to the vehicle and ~~[[is]]~~ open on a plurality of sides, with an essentially rounded cross section ranging from rounded rectangular to O-shaped shape.

2. (Currently Amended) A four-point control arm in accordance with claim 1, characterized in that wherein said hollow housing (2, 3, 4, 5, 6) is designed as a tube open on two sides.

3. (Currently Amended) A four-point control arm in accordance with claim 1 ~~or~~, characterized in that wherein the longitudinal axis of the tube forming said hollow housing (2, 3, 4, 5, 6) extends at right angles to the longitudinal axis of the vehicle.

4. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that wherein~~ said hollow housing (2, ~~3, 4, 5, 6~~) is reduced relative to the longitudinal axis of the vehicle in the vehicle-related top view.

5. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that wherein~~ said hollow housing (2, ~~3, 4, 5, 6~~) is reduced relative to the transverse axis of the vehicle in the vehicle-related top view.

6. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that wherein~~ said hollow housing (2, 3, 4, 5, 6) has an essentially one-piece cross-shaped or X-shaped shape in the vehicle-related top view with a central housing area (2) and four said peripheral control arms (~~3, 4, 5, 6~~) carrying said bearing eyes (~~7, 8, 9, 10~~).

7. (Currently Amended) A four-point control arm in accordance with claim 6, ~~characterized in that wherein~~ said control arms (~~3, 4, 5, 6~~) are designed as carriers subject to bending, which are profiled in said cross section (~~c~~).

8. (Currently Amended) A four-point control arm in accordance with claim 6 ~~or 7~~, ~~characterized in that said wherein~~ a cross-sectional shape (~~c~~) of said control arms (~~3, 4, 5, 6~~) has essentially the shape of a C or of a horizontal U.

9. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that~~ wherein said hollow housing (2, 3, 4, 5, 6) is comprises a casting or a shaped sheet metal part.

10. (Currently Amended) A four-point control arm in accordance with claim 9, ~~characterized in that~~ wherein said hollow housing (2, 3, 4, 5, 6) consists essentially of bainitic cast iron.

11. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that~~ wherein said bearing eyes (7, 8, 9, 10) are made integrally in one piece with said hollow housing (2, 3, 4, 5, 6).

12. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that~~ wherein said bearing eyes (7, 8, 9, 10) of the four-point control arm (1) have elastomer joints or molecular joints (11, 12, 13, 14).

13. (Currently Amended) A four-point control arm in accordance with ~~one of the above~~ claims claim 1, ~~characterized in that~~ wherein the radial stiffness of two or four of said elastomer joints (11, 12, 13, 14) is lower in the direction of roll of the vehicle than in the direction extending at right angles to the direction of roll.

14. (New) A four-point control arm comprising:

a one-piece tubular housing with a tube open on two sides, said tubular housing defining four bearing eyes including two vehicle axle bearing eyes and two vehicle chassis bearing eyes, said tubular housing tube having an essentially rounded cross section ranging from rounded rectangular to an O-shaped shape.

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15. (New) A four-point control arm in accordance with claim 14 wherein said a longitudinal axis of said tubular housing tube extends at right angles to a vehicle longitudinal axis direction.

16. (New) A four-point control arm in accordance with claim 14 wherein said hollow housing has central housing area and peripheral control arms each with one of said four bearing eyes, said central housing area and peripheral control arms having an essentially one-piece cross-shaped or X-shaped shape.

17. (New) A four-point control arm in accordance with claim 14, wherein said peripheral control arms are profiled to have an essentially C-shaped or U-shaped cross section.

18. (New) A four-point control arm in accordance with claim 14, wherein said hollow housing is comprised of bainitic cast iron.

19. (New) A four-point control arm in accordance with claim 14, wherein said bearing eyes have elastomer joints or molecular joints.

20. (New) A four-point control arm in accordance with claim 19, wherein a radial stiffness of two or four of said elastomer joints is lower in a vehicle direction of roll than in a direction extending at right angles to said direction of roll.